

COMPILATION OF
CANAL TRADE ARTICLES FROM
THE ALLEGANIAN
A CUMBERLAND NEWSPAPER
1869
ALLEGANY COUNTY, MD

Compiled by
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DECEMBER 2013

A. PREFACE

Since the initial compilation of newspaper stories from this newspaper for 1877 and 1878, it has become apparent that for the public's general understanding of canaller's life, similar compilations for other years will be beneficial. In 1877 and 1878 the daily newspaper included the particulars regarding the boats, their captain and their individual loads in addition to the name of the coal company. That level of detail was not found in the weekly newspaper of 1869; we compiled what was given. We hope it is interesting reading.

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Canal Trade 1868.

Wed. 1/6/69, p. 3. **Extension of the Franklin R. R. to the Canal.** - We learn from the Hagerstown "Mail" that work on the extension of the Franklin Railroad, from Hagerstown to the Canal, is to be commenced, along the whole line, and prosecuted with all the vigor which money in hand can give, just as soon as the right-of-way shall have been secured. A new route has been adopted, which differs essentially from that originally fixed upon, as the main stem passes between one and two miles to the eastward of Williamsport, into which place a branch, in length about a mile and three quarters, will be run. This branch leaves the main stem a few hundred yards north of the road from Williamsport to Boonsboro, and strikes the Canal below the town, running on the berm bank of the Canal into the town. The Canal below Williamsport is too low to admit of the transfer of coal from the railroad and hence the necessities of the case would, alone, make Williamsport a point. That place will, of course be the great coal depot and point of real importance. By this route the distance to the Canal is lengthened two miles. The cutting, in consequence of this prolongation, has been very greatly reduced and the cost of construction very much diminished. A meeting of the property holders along the route, for the purpose of submitting their claims for damages, for right-of-way, has been held. In some cases the "Mail" states the propositions were such as the Company would cheerfully accede to, while in others the amounts claimed were such as to render a jury of condemnation necessary. Of course the work will not be commenced until the right-of-way shall have been secured, involving the necessity of several juries. No further steps can therefore be taken until the proceedings of the

meeting are reported to the Company and its determination shall have been promulgated.

Wed. 1/13/69, p. 3. **The Coal Trade.**

The Alexandria *Gazette*, speaking of the close of navigation on the canal, and consequent cessation of coal shipments, says that one gentleman alone, Mr. J. P. Agnew, shipped from that port the past season over 170,000 tons. This coal, continues the *Gazette*, "has gone to all parts of the world, the Pacific coast drawing a considerable supply, but a very large portion has been carried north to feed the fires of the forges, factories and mills of New England. The demand is fully equal to the supply, and there seems little likelihood that even the opening up of a more extended area of mining lands or the erection of additional facilities for transportation will much reduce the moderate rates at which the Cumberland coal had been selling for some years. The present high price of anthracite coal at this point has induced a large number of consumers to try the virtue of Cumberland coal as a substitute, and we hear that in many cases the trial has resulted in a conviction that the slight advantage on the matter of cleanliness, &c., which the anthracite coal possess do not compensate for the difference in price between that coal and the Cumberland coal."

Chesapeake & Ohio Canal.

At a meeting of the Board of Directors of the Chesapeake & Ohio Canal, held in Washington, on Friday last, a resolution was adopted removing the office of the Directors from that city to Georgetown.

Wed. 1/20/69, p. 3. **Coal Statistics.** - We are indebted to C. Slack, Esq. for a copy of his annual circular of statistics of the Cumberland Coal Trade, compiled from official sources. We learn from his tables the gratifying fact that the production of the

mines of our county and vicinity, is steadily increasing. The production for the year 1868, is set down at 1,330,443 tons - an increase over the year 1867 of 136,621 tons. The increase of the year 1867 over 1866 was 114,491 tons. The following shows the number of tons the respective companies sent to market the past year, and the channels through which they were forwarded.

<i>Names of Companies</i>	<i>To R.R.</i>	<i>To Canal</i>	<i>Local</i>
Central	153,921	121,757	17
Consolidation	101,697	59,228	22,552
Cumberland C. & I.	90,878	57,919	9,467
Hampshire & Balto.	107,111	46,656	25
American	38,305	109,939	8
Borden Mining	55,624	51,114	122
George's Creek C&I	78,094		8
Potomac	54,961		
Piedmont	46,259		
Atlantic	31,968		
Swanton	22,462		
Franklin	17,755		
Allegany	2,834	18,102	186
New Hope	3,715	5,815	219
Midlothian	664	6,605	
Barton	6,350		
National		5,190	
Savage Mountain	2,697		8
George's Creek M.	211		
Totals	815,506	482,325	32,612

During the year the Cumberland & Pennsylvania Railroad delivered to the Baltimore & Ohio R. R. 635,970 tons, - to the Chesapeake & Ohio Canal, 424,406, - Local 23,145. 1,083,521 tons..

The Cumberland Coal & Iron Co.'s Railroad delivered to the B. & O. Railroad 90,878 tons, - to the Canal 57,919 tons, - Local 9,467. total 158,264 tons.

The Hampshire & Baltimore Co.'s Railroad (from Va. mines) delivered to the B. & O. Railroad 88,658 tons.

Total for year 1868: 1,330,443 tons

Wed. 1/27/69, p. 3. **Boat Building.**

Business at our boat-yards, which has been rather dull for some time past, promises to revive with the coming Spring. Two of our principal boat builders have, we understand,

orders for the construction of a number of new boats, and are already engaged in securing a force of workmen to begin operations upon them.

Increased Facilities for Coal Shipping.

Those interested in the coal trade will be glad to learn that improvements to facilitate the transshipment of coal at Georgetown are already being made, in anticipation of an early resumption of canal navigation. Ray's Docks are undergoing thorough repair, and a great deal of new trestle work is being erected to meet the demand for shipping accommodations.

The Franklin R. R. Extension.

The Board of Directors of the Chesapeake & Ohio Canal held an adjourned meeting at Williamsport on the 15th instant, at which the Chief Engineer of the proposed Franklin Railroad extension and other officials of the Cumberland Valley Railroad were present and entered into a consultation respecting the construction of a basin for the transshipment of coal. The *Mail* states that the Railroad Company not having, as yet, determined upon any definite route or terminus, nothing of a definitive character could be done, although as a general result, it was announced that the Canal Company would do anything it could to favor the Railroad Company, and that the Railroad Company would certainly go on immediately with the work. Three different points below the mouth of the Conococheague were examined, with a view to the establishment of a basin, but difficulties presented themselves in the way of each, and the probability now is that, if the work is ever prosecuted, it will be carried across the Conococheague to Fenton.

Wed. 1/27/69, p. 2. The Office of the Chesapeake and Ohio Canal has been removed from Washington City to

Georgetown. The Allegany papers think it ought to go to Cumberland, and so do we.¹

Wed. 2/10/69, p. 3. **Canal Tonnage.**

The owners of boats on the Chesapeake & Ohio Canal, residing at Williamsport and vicinity, held a meeting recently, at which resolutions were passed similar to those previously adopted at a meeting of the boatmen here. While assuring coal shippers that their object is not to organize a monopoly or combination that might be injurious to the interests of the former, they assert that, in view of the prevailing high prices of provisions, feed and labor, the rates of freight paid last year do not afford adequate remuneration, and notify the Companies that necessity compels them to ask a considerable advance on those rates.

Wed. 2/10/69, p. 2. **Advance of Freight**

Asked For. - The Boatmen on the Chesapeake and Ohio Canal held a meeting in Williamsport, on the 19th ult., and passed the following resolutions:

Resolved, That notwithstanding the advance in freights in the latter part of the season, there have but few of the boatmen made money enough during the boating season to feed their stock over winter by the proceeds from boating Coal, - consequently must commence the next season's work with a considerable debt on their hands.

Resolved, That we take this occasion to notify the different Coal Companies that as we are now in debt and the price of labor, provisions and horse-feed advancing, it will be impossible to boat coal next season, unless the Coal Companies come to our relief by advancing considerably the freight on coal from Cumberland to Georgetown or Alexandria.

Resolved, That the meeting is called for the purpose of asking relief from our

embarrassment and not to extort high prices from the Coal Companies of Allegany county.²

Wed. 2/24/69, p. 3. **The Canal.**

It is understood that the necessary repairs to the Chesapeake & Ohio Canal will be completed by the 15th proximo. The weather has been exceedingly favorable for the work, and we may expect the resumption of navigation about that time, or a few days later at furthest. The Alexandria Canal is reported to be in excellent condition, and is ready now for the reception of water.

Franklin R. R. Extension.

The Hagerstown "Mail" says that no definite conclusion, in regard to the Franklin Railroad Extension, from Hagerstown to the C. & O. Canal, has yet been reached by the Pennsylvania Central and the Cumberland Valley Railroad Companies.

Dead Infant Found.

On Monday, while some laborers were engaged in cleaning out the feeder which supplies the Canal with water at this point, the dead body of a female infant was brought to the surface. Coroner Strong was notified and he at once summoned a jury and held an inquest over the remains. An autopsy made by Drs. C. H. Ohr and T. M. Healey disclosed the fact that the child had been still-born. Professional opinion was that it had lain in the water from three to five weeks. A verdict in accordance with the above facts was rendered.

Wed. 3/17/69, p. 3. **Drowned in the Canal.**

On the 6th instant the body of a man about 60 years of age was discovered in the mud of the Chesapeake & Ohio Canal, about a mile and a half this side of the Washington Aqueduct. The remains were recognized as those of Armistead Quick, a resident of

¹ *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 1/27/1869, p. 2.

² *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 2/10/1869, p. 2.

Fairfax county, Va. A coroner's inquest was held and a verdict of accidental drowning rendered.

Wed. 3/31/69, p. 3. **The Canal.**

Coal transportation by canal is yet at a stand still. The Hampshire and New Hope Companies were ready to begin shipping on Monday, but the high stage of water prevented. It will probably have fallen sufficiently to allow the passage of boats between the river wharf and the canal today. The advance rate of freight asked has, we understand, not been acceded to, and boating commences at the old figures. It is giving out that the remaining companies will not resume operations until the 10th proximo. Empty boats are beginning to arrive in considerable numbers, and a brisk trade may be expected as soon as navigation fairly sets in.

Wed. 4/7/69, p. 3. **The Canal.**

The understanding last week when the *Alleghanian* went to press was that the companies would not begin shipping before the 10th instant. This program was subsequently changed, however, and by the close of the week the leading companies had got to work actively. The coal wharves present quite an animated appearance, and the vigor with which operations are pushed gives promise of a heavy trade during the season. The number of boats that have cleared from this port since the resumption of navigation is one hundred and forty, carrying about fifteen thousand tons.

Wed. 4/14/69, p. 2. **The Coal Trade.**

Shipments by canal are already becoming quite heavy, and the rush and bustle about the coal wharves is in cheering contrast with the quiet appearance they presented a fortnight ago. For the week ending with Saturday last 14,668.14 tons of coal were transported by this channel. Of this the

American company shipped 3,719.18 tons; Central, 3,886.11; Consolidation 2,574.06; George's Creek, 1,450.16; Borden, 1,201.10; Hampshire & Baltimore, 1,395.09; Cumberland Coal & Iron, 530.05. Up to yesterday evening 284 clearances for boats had been issued from this port since the resumption of navigation.

C. & O. Canal Company.

In the circuit court of Baltimore on Friday, Judge Pinkney filed another opinion in the case of the commonwealth of Virginia vs. the Chesapeake & Ohio Canal company and others. The principal object of the bill originally filed in this case was to determine the legal priorities of the various classes of creditors of said company. Judge Pinkney ordered the cause to stand over until the next session of the General Assembly of Maryland, that it may have notice through the Governor of the pendency of the suit.

Wed. 4/21/69, p. 3. **Survey of the line of the Canal.** - At their recent meeting the Board of Directors of the Chesapeake & Ohio Canal directed a survey of the whole line between Cumberland and Georgetown to be made, to determine accurately its metes and bounds. Mr. T. H. O'Neill, of Frederick county, was selected as the Surveyor, with Mr. John G. Stone, of Montgomery and Mr. Lloyd Lowe, of this county, as assistants.

Wed. 4/28/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending April 24th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,820.00
Borden	1,996.12
Central	4,868.13
Consolidation	2,837.08
George's Creek	1,356.07
Hampshire & Balto.	1,409.17

C. C. & I. Co. 630.03

Since the opening of navigation, up to yesterday, six hundred and thirty boats had cleared from this port.

Wed. 5/5/69, p. 3 **Drowned.** - On Saturday morning last, Miss Nettie Turner, about 17 years of age, accidentally fell from a boat into the canal at the Four Locks, and was drowned. The boat belonged to her uncle, Mr. Barger, and she acted on it in the capacity of cook. Her remains were brought here via the Baltimore & Ohio Railroad, and were interred in Rose Hill Cemetery on Monday.

Wed. 5/12/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending May 8th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,710.17
Borden	2,101.14
Central	3,898.07
Consolidation	2,519.19
George's Creek	990.07
C. C. & I. Co.	427.14
Hampshire & Balto.	1,410.13
Midlothian	436.12
Total for week	<u>15,496.00</u>

The Canal.

We are glad to state that no damage resulted to the Chesapeake & Ohio Canal from the late rains. A brief interruption in the passage of boats occurred at Big Slack Water last week, in consequence of the high stage of water, but during the latter part of the week, boats were arriving at Georgetown and Alexandria as usual. The Canal is in admirable condition throughout and should no unforeseen disaster transpire, the tonnage will be largely in excess of any former year. The tonnage in the article of coal alone foots up 97,382 tons for the month of April, 1869, against 54,014 for April, 1868. Toll receipts for April, 1869, \$42,305.96; against \$30,270.66 for April, 1868.

Alexandria Canal Co.

The report of the President of the Alexandria Canal Company shows that during the boating season of 1868, commencing June 1st, when water was first let into the canal, and ending December 10th, 1868, when navigation was closed by ice, the descending trade was 180,000 tons of coal, and about 3,000 tons of lime, stone, cement, ice, lumber, &c. The ascending trade, about 900 tons of salt, plaster, guano, lumber, fish, &c. During the past season the lessees have strengthened the aqueduct, with heavy arches on each side, from pier to pier, at a cost of \$11,000, which places the structure beyond all fear. They have also put in successful operation a toll bridge over and upon the Aqueduct at a cost of \$23,891. Their expenditures to this date, exclusive of toll bridge, approximate \$187,000, with aqueduct, canal, locks and gates in perfect order from Georgetown to the river Potomac at Alexandria. There are only two of the coal companies at present using the canal - the American Company doing a business of 750 tons a day, and the Baltimore & Hampshire Company about 300 tons per day. The lessee as an inducement to other companies to use the Alexandria Canal as their shipping point, and thereby increase its revenue, have reduced the tolls from 8 cents to 6 cents per ton on coal.

Coal Agency Transferred.

The Alexandria "Gazette" says that the agency of the Midlothian Coal Company, heretofore located in Georgetown, has been transferred to that city, and Mr. J. P. Agnew appointed agent.

Wed. 5/19/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending May 15th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,987.08
Borden	2,005.05
Central	3,683.04
Consolidation	2,843.13
George's Creek	1,325.03
C. C. & I. Co.	1,169.14
Hampshire & Balto.	1,184.10
Midlothian	1,527.01
James Boyce	655.05
Total for week	18,380.13

Since the opening of navigation up to yesterday, eleven hundred and thirty-seven boats had cleared from this port.

Drowned.

On Monday afternoon last, a youth named Charles Hensell, employed on the canal boat Magpie, accidentally fell from boat into the Canal, near Oldtown, and was drowned.

Affray on the Canal.

On Sunday morning last a difficulty occurred near the Four Locks on the C. & O. Canal between Clay Reed, a boatman, and a negro man employed on another boat, which ended in the negro striking Reed several blows upon the head with a hatchet. Mr. Reed belongs to Harper's Ferry, and it is feared he will not survive the injuries inflicted. The negro was arrested and sent to Hagerstown jail.

Wed. 5/26/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending May 22nd, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	4,373.07
Borden	1,972.04
Central	3,039.18
Consolidation	2,973.08
George's Creek	1,430.07
C. C. & I. Co.	1,675.11
Hampshire & Balto.	1,310.18
Midlothian	1,654.02
James Boyce	760.00

Total for week	20,089.15
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Since the opening of navigation up to yesterday thirteen hundred and twenty-three boats had cleared from this port.

Coal Shipments.

Extraordinary activity continues to mark the prosecution of the coal business, and the shipments have been increasing at a rate unparalleled, indicating alike growing appreciation among consumers of this staple of the mineral wealth of the region and constantly enlarging facilities for its development. The shipments last week by railroad were 28,713.11 tons, by Canal 20,089.15, making an aggregate of 48,803.06 tons, the largest in the history of the trade.

Died from his Injuries.

Clay Reed, the boatman whom we stated last week had been dangerously wounded by a negro in a difficulty near the Four Locks, on the Chesapeake & Ohio Canal, has since died from his injuries. The negro is in the Washington county jail.

Wed. 6/2/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending May 29th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,244.15
Borden	1,748.08
Central	4,471.02
Consolidation	2,976.11
George's Creek	1,322.09
C. C. & I. Co.	1,513.10
Hampshire & Balto.	1,200.05
Midlothian	1,517.03
James Boyce	674.11
Total for week	19,668.12

Increased Demand for Cumberland Coal.

The Washington papers of Saturday say that the river at and below Alexandria is dotted

with vessels of heavy and light draft, many of which are bound for Georgetown, to load coal for eastern ports, the demand at those points having been suddenly increased. It is estimated that over one hundred empty schooners are in the Potomac awaiting cargoes of this indispensable fuel. The enlarged demand is ascribed to the miners' strikes in the Pennsylvania coal fields and the scarcity of yields in other sections of the country.

Wed. 6/9/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending June 5th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	4,198.16
Borden	2,192.12
Central	4,341.15
C. C. & I. Co.	1,820.17
Consolidation	3,621.09
George's Creek	1,297.08
Hampshire & Balto.	1,518.12
Midlothian	1,523.11
James Boyce	766.03
Total for week	<u>21,281.03</u>

Canal Trade. - During the month of May the amount of tonnage on the Chesapeake & Ohio Canal was 85,000 tons yielding a revenue of nearly \$50,000, being an increase of 30,000 tons, and nearly \$20,000 over the month of May of last year.

Coal Shipments. - A fortnight since we mentioned the fact that the coal shipments for the previous week were the largest for any one week in the history of the trade, 48,803.06 tons. The table of shipments for last week, however, shows an increased production in the mines of this region, and affords gratifying evidence of growing demand for our coal. The quantity sent forward by Railroad was 28,110.17 tons, not quite so large as that for the week ending the 22nd ult., while the Canal traffic reached

21,281.03 tons, nearly 1,200 tons in excess of the tonnage of that week, making an aggregate of 49,392 tons.

Stranger Drowned. - On the 4th of June Coroner Strong held an inquest over the body of a man found in the Canal lock at North Branch bridge. From the evidence before the jury, it appears that the deceased had been traveling on the railroad from the West, on night train - that he intended stopping at Cumberland, but failed to get off when the train passed this point.

Discovering the mistake, the train was stopped for him at North Branch bridge station, where he left it. In the darkness it is supposed he accidentally fell into the Lock. He was about five feet eight inches high, about thirty-five years of age, high forehead, and wore a beard of dark sandy color. He had with him a carpet-bag, which contained working clothing, having the appearance of those worn by a workman in a foundry or rolling mill. There was found upon his person a pocket-book containing \$11.82 in money, but no papers showing his name or home. The only papers which might lead to his identification were two pieces - one having upon it "M. Scharffenberger, Newport, Ky.," and the other "Marietta Depot, Corner of Plum & Pearl." Verdict of the jury - accidental drowning.

Drowned. - The Washington "Star" says that on Saturday last while a canal boat belonging to Wm. Dowling was opposite Edes' old mill, about two miles above the Aqueduct, a colored boatman, whose name we could not ascertain, fell overboard and was drowned before assistance could be rendered. The body was gotten out and placed on the tow-path to await the action of the Coroner, who was immediately notified.

Wed. 6/16/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending June 12th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	4,482.04
Borden	1,752.18
Central	4,526.04
C. C. & I. Co.	1,926.04
Consolidation	3,950.16
George's Creek	982.05
Hampshire & Balto.	1,736.12
Midlothian	1,532.19
James Boyce	660.17
Total for week	<u>21,550.19</u>

Wed. 6/23/69, p. 3. **The C. & O. Canal. - Change in the Management.** - A meeting of the stockholders of the Chesapeake and Ohio Canal Company was held in Annapolis on Thursday last for the selection of a President and Board of Directors. The State of Maryland was represented by her Board of Public Works, consisting of Gov. Bowie, Comptroller Leonard and Treasurer Fowler; the United States and the cities of Washington and Georgetown by William S. Huntington; the State of Virginia by J. P. Poe, of Baltimore; and the private stockholders by John Purdy, of Washington. The meeting was organized by Gov. Bowie being called to the chair, and Benjamin Fawcett, of Montgomery county, appointed Secretary.

Alfred Spates, Esq., the President of the Canal Company submitted his annual report, showing the condition, operations and prospects of the canal, which was read and accepted. He also stated that should the receipts continue during the present month at the same rate they had during the months of April and May, on the first of July the canal would have a surplus on hand of about \$115,000, after the payments of all working expenses to that date.

The meeting then proceeded to the election of President and Directors, when

Josiah H. Gordon, Esq., of this county, was chosen President, and Messrs. James Coudy and Jacob H. Grove, of Washington county, Daniel S. Biser, of Frederick county, Wm. Thompson, of R., of Montgomery county, Alfred P. Gorman, of Howard county, and Nelson Poe, of Baltimore city, Directors.

As the State of Maryland controls the direction, it has been understood for some time past that the Board of Public Works contemplated applying the principle of rotation in office to the management, and quite a spirited contest, more especially for the Presidency, ensued in consequence.

Among those mentioned in connection with the position were several gentlemen from other sections of the State, and since the contemplated changes had been made, we deem it fortunate for the great interests involved that the preeminence of the claims of the county for a resident President has been recognized. The interests of the canal and county are inseparably interwoven and mutually dependent. The county relies on the canal for the development of its mineral wealth and the canal derives very nearly its entire revenue from the trade our coal fields supply. It should be a source of great satisfaction, therefore, that in making the change the Board of Public Works allowed these local considerations their legitimate weight, and selected a gentleman who is prominently identified with the interests of this community as is Mr. Gordon. His energy and business capacity are known and acknowledged. Every public position he has heretofore occupied he has filled with distinction. He is perfectly acquainted with the fact that the successful or unsuccessful management of the canal operates favorably or unfavorably upon all the ramifications of business enterprise, and we are satisfied fully appreciates the responsibilities of the position. That he will illustrate his force of character by making his administration of this great work of internal improvement

efficient and promotive of the general interests we have every confidence.

The retiring President, Mr. Spates, as may be inferred from his statement showing that there will be a cash surplus of \$115,000 on hand on the 1st of July, leaves the canal in an admirable condition. Under his management an immense and profitable business has been built up, and it is but due to him to acknowledge that the substantial prosperity the work has acquire, and which now gives flattering promise of ultimately making the State's heavy investment remunerative, is in a great measure referable to the efficiency of his administration and the spirit of industry and energy he infused into his subordinates. That he is an executive officer of no mean ability is amply attested in the gratifying contrast the condition of the Canal presents, now that he surrenders its control, with what it was when he first assumed its executive duties.

The Coal Trade.

By the C. & O. Canal. For the week ending June 26th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	4,194.03
Borden	1,633.04
Central	4,836.10
C. C. & I. Co.	1,905.11
Consolidation	3,603.19
George's Creek	663.09
Hampshire & Balto.	1,310.02
Midlothian	1,510.13
James Boyce	645.01
Total for week	<u>20,302.12</u>

Wed. 7/7/69, p. 3. **Chesapeake and Ohio Canal.** - We learn from the Washington "Chronicle" that the new Board of Directors of the Chesapeake and Ohio Canal was in session on Thursday and Friday last, and transacted a large amount of general business. It was decided to remove the

office to Annapolis after the 1st of August. No removals of officers have been made as yet. Yesterday was fixed for the Board to meet here, and at Dam No. 5 on Friday, and the "Chronicle" states that a general inspection of the upper end of the line will be made. The tonnage for June was 90,630 tons; arrivals, 896 boats; tolls collected rising \$50,000, which is the largest business ever done on the canal for the time. The prospects for a continuation of trade are very good.

Pursuant to adjournment the Board met here last evening, but at the time we put our paper to press the proceedings had not transpired.

The Coal Trade.

By the C. & O. Canal. For the week ending July 3rd, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	4,644.02
Borden	3,276.02
Central	5,169.00
C. C. & I. Co.	3,205.06
Consolidation	2,096.09
George's Creek	658.08
Hampshire & Balto.	1,522.09
Midlothian	966.08
James Boyce	542.15
Total for week	<u>26,072.12</u>

Cumberland Valley Railroad Extension.

The Hagerstown "Free Press" states that the Cumberland Valley Railroad Company has made the payments of the amounts agreed upon for the right of way between that place and Williamsport, and regards it as an evidence of the determination on the part of the Cumberland Valley authorities to go ahead with the extension of the road to the canal.

Wed. 7/14/69, p. 3. **Report of the C. & O. Canal Company.** - We have received a copy of the forty-first annual report of the

President and Directors of the Chesapeake and Ohio Canal Company, as submitted to the stockholders by the late President, Alfred Spates, Esq., on the 7th June last. From it we learn that the revenues of the Company for the year ending December 31st, 1868, were \$287,563.99, and the current expenses were \$275,263.60, showing a surplus of \$12,800.89. Of the current expenses \$33,711.80 were paid for construction of Dam No. 5; \$169,252.40 for repairs ordinary; \$10,458.42 for repairs extraordinary, such as breaks and unexpected disasters; and \$10,000 for land condemnation at Cumberland. The report says the line is now in thorough, complete and safe condition. The total amount of interest in arrears and due on preferred bonds to January 1, 1869, is \$2,020,742.69; outstanding coupons, \$198,120; total amount of interest due, \$2,218,862.69. The tonnage from April 1st to May 31, 1869, was 178,292 tons, against 118,764 tons for the same period last year. The amount of tolls collected to the 31st of May was \$93,216.24, against \$60,657.44, showing an increase of tonnage of 9,528 tons, and of receipts \$32,558.80 for the two months of navigation of the present year.

The Coal Trade.

By the C. & O. Canal. For the week ending July 10th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,888.02
Borden	1,735.09
Central	4,433.11
C. C. & I. Co.	1,066.18
Consolidation	2,201.13
George's Creek	557.16
Hampshire & Balto.	879.11
Midlothian	425.18
James Boyce	551.04
Total for week	<u>15,740.02</u>

The Railroad to Williamsport. - A correspondent of the Hagerstown "Mail" says that the Cumberland Valley Railroad will commence operations on the extension of their road from Hagerstown to Williamsport about the 1st of August, and expect to have it in running order by the 1st of December.

Resulted Fatally. - Some months since H. Clay Reed, a boatman on the Chesapeake and Ohio Canal, sustained serious injuries in an altercation with a negro, and the local papers have reported his death a week or two after the occurrence. This report, it now appears, was premature, for the Hagerstown "Free Press" states that Reed died from the effects of the injuries on the 2nd instant. The negro man, who was committed at the time of the occurrence, remains in jail at Hagerstown, awaiting the action of the Grand Jury at the approaching term of the Circuit Court for Washington county.

Wed. 7/21/69, p. 2. **Mr. Editor:** - In view of the great importance of the Canal to the material interests of our county and city, and the solicitude evinced by all classes of our citizens in regard to everything connected with this great work, it may perhaps prove not altogether uninteresting to the majority of your readers, to lay before them some slight data, by which they may be enabled to judge of the present condition of the Canal, and of the projected improvements thereon. The President and Board of Directors of the Canal Company were in our city on Tuesday the 6th instant, for the purpose of examining the Canal Basin, extending from Shriver's old mill to the Canal at the Cumberland Co.'s Wharf, with reference to the contract made, under the opinion of Mr. J. P. Roman, the counsel for the Company, with Messrs. Walsh and McKaig by the late Board on the 12th day of April last. By this contract the Board undertook to immediately deepen and

clean out the Basin and to induce the Railroad Company to lay a track to the Wharf on the Basin on condition that Messrs. Walsh and McKaig would build such wharf. This work is now in process of erection and will no doubt be pushed forward to completion as rapidly as the extended nature of the work will permit.

On Wednesday the Board visited the different mines along the line of the C. & P. Railroad, a car being furnished for their use by the kind and gentlemanly agent of the Company, Mr. Slack. All expressed themselves as very much pleased with their visit, the condition of the coal region and its unfathomable resources. On Friday they proceeded to Williamsport to examine into the condition of the work on that part of the line. They found the Aqueduct at that place in bad condition and a good deal of water leaking through it. A portion of the stone work of this aqueduct it will be recollected, was destroyed by the Confederates during the war and has since been temporarily repaired with wood; this is now very much decayed, and will require to be permanently rebuilt with stone. At Dam No. 5, the Board found the dam in course of erection across the Potomac still in an incomplete state. This dam will be when completed 640 feet in length. Of this 330 feet was built prior to the year 1867, and during that year the Board contracted, Mr. Snively being then President, with L. G. Stanhope for the completion of the balance of the work, being 310 feet. Mr. Spates was elected President of the Canal in 1867, and in his report of June 1st, 1868, he says in regard to this work: - "In the last annual report it was stated that a portion of Dam No. 5 had been completed during the year 1866, and that \$29,317.73 had been expended thereon, but that a heavy flood in October of that year had swept it away. In June, 1867, a contract was made by the former Board with Lewis G. Stanhope for its completion, the space

intervening between the finished masonry dam, and the Holman dam to be done on or before the 1st day of November, 1867; the masonry work of this portion was almost completed when another flood in the river slightly damaged it. The sum of \$33,503.85 was expended under this contract including backing for Coffey Dam during the past year and it is estimated that it will cost \$30,000 to complete it." In his report of the 7th of June, 1869, Mr. Spates shows the sum of \$33,711.80 to have been expended in the construction of this dam in the year ending December 31st, 1868, and estimates the cost of completing the work a sum not above \$25,000. Now while Mr. Spates is no doubt entirely correct as to the amount expended on this work, I for one cannot understand upon what grounds he bases his estimate for its completion at so small a sum, nor with what justice the present Board could be expected to do it at those figures, when Mr. Spates himself shows the sum expended in building 160 feet, which has been built under the contract with Stanhope and which is but five feet more than one half of what he contracted to do, and but ten feet more than what remains to be done, to have amounted to \$67,215.65. At the same rate of expenditure the completion of the work will reach \$63,000.

However Mr. Spates may explain this matter, or whatever may be the grounds of his estimate, of one thing I think we may all rest perfectly assured, that the present President and Board of Directors will labor with unwearied zeal, and with enlightened business tact and honesty to further the interests of this great work.

OBSERVER

p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending July 17th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:
American Company 4,946.19

Borden	2,068.01
Central	4,527.07
C. C. & I. Co.	2,254.03
Consolidation	3,492.04
George's Creek	854.08
Hampshire & Balto.	1,624.04
Midlothian	765.16
James Boyce	440.12
Total for week	<u>20,773.14</u>

Wed. 7/28/69, p. 3. **Watch Recovered.** - We learn from the *Alexandria Gazette* that the police authorities of that city last week received a telegram stating that a man named Charles Hack had stolen a valuable gold watch in Cumberland from a man named Reed, and probably was in Alexandria. The constables discovered Hack on a canal boat in the basin, and, on overhauling his baggage, found the stolen watch. The thief was arrested, in accordance with instructions from the owner of the watch.

The Coal Trade.

By the C. & O. Canal. For the week ending July 24th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	4,497.16
Borden	2,280.17
Central	3,440.17
C. C. & I. Co.	1,593.16
Consolidation	2,977.15
George's Creek	855.18
Hampshire & Balto.	1,506.00
Midlothian	753.04
James Boyce	224.00
Total for week	<u>17,830.03</u>

Wed. 8/4/69, p. 3. **Change in Canal Officers.** - The President and Directors of the Chesapeake and Ohio Canal Company held a meeting at Berkeley Springs, Virginia, on the 26th ultimo, and made the following appointments: - Collector of tolls at Cumberland, William Weber; Collector at

Georgetown, Wm. W. Blunt, of Montgomery county; Harbor Master at Georgetown, John T. Slater, of Howard county. Sidney I. Wailes, formerly Inspector of stores at the Washington Navy Yard, was appointed Paymaster for the whole line of the canal.

Business on the Canal. - The *Washington Star* reports the arrival of boats, during the month of July, at 811, and the tolls collected at the Georgetown office during that time at about \$8,200. The same paper states that navigation was temporarily interrupted on Monday, by reason of a loaded boat meeting with an accident in the Screw Mill locks, by which she was sunk. She was raised, however, and the passage of boats resumed in the afternoon.

The Railroad Extension to the Canal. -

Notice is given to contractors by the President of the Cumberland Valley Railroad Company, that proposals will be received at the office of the chief engineer of said company, in Hagerstown, until Wednesday, the 11th day of August, for the construction of about eight miles of road from Hagerstown to the Potomac river. This enterprise, connecting the Cumberland Valley railroad with the Canal, and giving a new outlet for our coal product, may at length be regarded as a fixed fact.

The New Canal Wharf and Excavation of the Shriver Basin. -

On the change of President and Directors of the Chesapeake and Ohio Canal Company certain legal questions affecting the validity of the contract entered into by the Chesapeake and Ohio Canal Company with Messrs. Walsh and McKaig were raised. This contract grew out of a proposition to the Canal Company on the part of Messrs. Walsh and McKaig to erect a wharf along the side of this Basin from Shriver's mill to Hoy's mill,

for the purpose of shipping coal from railroad cars to canal boats, provided the canal company would excavate the basin deep enough for the passage of loaded boats, and wide enough to accommodate the coal trade at said wharf, and would require the Baltimore and Ohio Railroad Company to construct a branch track, under their contract of January 14, 1851, to the said wharf. By resolution of the Canal Company the proposition was accepted and a contract stipulating for the construction of the wharf by Messrs. Walsh and McKaig, *pari passu* with the excavation of the basin by the Canal Company was entered into and both parties proceeded to execute their respective obligations under it. The questions of legality of the contract and the legal obligation of the Canal Company under it, as already stated, were raised when the control of the canal passed into the hands of the new Board. These questions were accordingly referred to the Attorney General of the State, Hon. Isaac D. Jones, who has given an opinion upon them, which is in effect that the contract in question was within the legal powers of the Canal Company, and that the Company, under its present management, cannot legally refuse to perform the covenants stipulated in it. We may expect therefore that the work of excavation of the basin and the construction of the wharf will be pushed forward rapidly.

Drowned. - On Friday last Mrs. Elvira Jane Irvine, wife of William Irvine, jumped into the lock at the head of the one mile level on the canal, about thirty miles east of Cumberland, and was drowned. She had been sick and under medical treatment for some time, and it is supposed was in a delirious state when the act was committed. Her remains were brought hither and interred in Rose Hill cemetery.

Wed. 8/4/69, p. 2. The Directors of the Chesapeake and Ohio Canal held a meeting at Berkley Springs, Virginia, on Monday the 26th ultimo, and came near making a clean sweep in the offices in their gift. The following changes were made: Collectors of Tolls at Cumberland, Wm. Weber, in place of John M. Resley, removed; at Georgetown, Wm. W. Blunt, of Montgomery county, in place of Colonel J. McHenry Hollingsworth, removed; Harbormaster of Georgetown, John T. Slater, of Howard county, in place of Howard Garrett, removed; Sidney I. Wailes, formerly Inspector of Stores at the Washington Navy Yard, was elected Paymaster for the whole line of the canal. It is believed that all the officers of the Company will be removed who were identified with the old Board in any manner or opposed to the canal passing out of their control. - *Baltimore American*.³

Wed. 8/11/69, p. 3. The Coal Trade.

By the C. & O. Canal. For the week ending August 7th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	4,527.04
Borden	2,496.08
Central	4,444.12
Consolidation	3,421.01
C. C. & I. Co.	1,282.14
Hampshire & Balto.	1,494.09
Midlothian	868.09
George's Creek	981.00
For private parties	653.13
Total for week	<u>20,169.19</u>

Wed. 8/18/69, p. 2. The Coal Trade.

By the C. & O. Canal. For the week ending August 14th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

³ *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 8/4/1869, p. 2.

American Company	3,954.12
Borden	2,944.07
Consolidation	3,171.03
Central	3,678.17
C. C. & I. Co.	2,034.18
Hampshire & Balto.	1,194.12
George's Creek	979.03
Midlothian	865.02
Maryland	109.05
For private parties	<u>1,276.10</u>
Total for week	<u>20,208.08</u>

p. 3. **Shot Accidentally.** - Just after the *Alleghanian* was put to press Tuesday afternoon of last week a youth named William Shank, a driver on the canal, was injured by the discharge of a pistol in the hands of another youth, named Jacob Nicholson, who, with a companion, Ananias Hoover, was handling the weapon in the vicinity of the canal locks. The ball entered the abdomen and produced a serious, though not necessarily dangerous, wound. Nicholson was arrested, and the facts elicited in the legal investigation went to show that the occurrence was purely accidental. Justice Gonder, however, before whom the examination was held, did not deem it advisable to give the party a full discharge, but held him in his own recognizance for \$20, to make further answer if such be required. The injured youth is in a fair way of recovery.

Emptying the Shriver Basin. - On Tuesday afternoon of last week a centrifugal pump, with a capacity of perhaps one thousand gallons per minute, was placed in position at the Shriver basin, and the work of pumping out the water, preparatory to excavation for the new wharf of Messrs. Walsh and McKaig, commenced. The motive power was supplied from the steam engine of the stave factory of Messrs. Johnson & Milford, and the pump did its work so rapidly that by Friday evening the basin was emptied. The

work of excavation has been entered upon, and will be pushed to speedy completion by the contractor, Dr. B. A. Dougherty.

Wed. 8/25/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending August 21st, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,732.18
Borden	2,597.17
Central	3,572.16
Consolidation	2,733.12
C. C. & I. Co.	1,918.02
Hampshire & Balto.	1,886.17
George's Creek	761.09
Midlothian	1,082.16
Maryland	538.02
For private parties	<u>1,076.00</u>
Total for week	<u>19,400.09</u>

Trial of James Johnson, Colored, for the Murder of H. Clay Reed. - The trial of James Johnson, colored, charged with the murder of H. Clay Reed, a boatman on the Chesapeake & Ohio Canal, in May last, took place in the Circuit Court for Washington county, on the 13th instant, and resulted in a verdict of acquittal. The Hagerstown "Herald" gives the following statement of the case and abstract of the testimony:

On the night of the 1st of May of the present year, two boats were coming down the Chesapeake and Ohio Canal, in the vicinity of the Big Pool, the one in front under the command of H. Clay Reed, the other under the command of Peter Noose. Reed was walking the tow-path driving his team consisting of one horse and one mule. Noose's boat was drawn by four mules which were driven by two colored boys, the older aged about 19, and named James Johnson, the younger, aged 15 and named Henry Johnson. Capt. Noose having the stronger team ordered his drivers to pass Reed's boat. (There appears to be a sort of custom on the Canal that a slow boat must make way for a faster boat, and that the towline must be dropped to allow the boat to pass.) When the two boats were nearly

over-lapping each other the teams stopped and there was a wrangle between the drivers. Nobody saw anything of this difficulty, except the deceased, the prisoner, and prisoner's brother, who could not be found. Milton Ward, who was steersman on Reed's boat, testified that Reed called him to come to his assistance, "that both niggers were on him." The boat being too far from the tow-path for him to reach the land by jumping, he did not go. Noose testified that he also heard Reed call to Ward to come and help him, but at the same time his driver, James Johnson, (the prisoner) called to him to come and drive the team himself, that Reed was after him and his brother, and they were going to leave, they were afraid of him. The boys ran away, and Noose went on the tow-path and drove his team himself. In mean time he passed Reed's boat. The two colored boys ran down the bank and diaspeared. About a mile from this place the boys came to Capt. Noose as he was driving along the tow-path, and told him that Reed was after them, and that he was going to kill them. Noose told the boys that Reed was only joking, that he had no intention of killing them, and insisted that they should take their teams and drive along as usual and Reed would not molest them. They, however, took fright and ran away and Noose saw nothing more of them until he came to Four Locks, about 4 or 5 miles from where the first difficulty took place. It was then between three and four o'clock in the morning. At the second lock, Reed came forward to Capt. Noose's boat. He had a pistol in one hand and a club in the other. He asked Noose where the "niggers" were. At the third lock the boys returned to the boat. Two of the mules were detached from the team, and put in the boat. The youngest colored boy was ordered to drive the team (now reduced to two mules.) Capt. Noose told James Johnson (the prisoner) that he had better stay on the boat as Reed was after him, and might hurt him. The negro boy went into the boat with the mules and in a minute or two Reed again appeared. Noose did not see him have a pistol in his hand, although he had a club. He asked for the "nigger" and said he was going to kill him. He said the "nigger" had called him "a son of a b---h," and he would have revenge if he was to die for it himself, a man might as well die one time or

another. Noose told him he did not want him to raise and "furse" and that he had better not go on the boat. Reed stepped on to the boat and Noose saw nothing more until the prisoner came running from the boat and said "he had killed Reed as dead as the Devil." Noose went to the boat and saw Reed lying between the boat and the wall of the lock where he had been stamped in. He made the prisoner help him lift him up and laid him on the wall. Noose then started back for Mr. Knowl, his steersman, who had got off the boat to look for a dog that had jumped ashore. He said that after he had gone ten yards, he saw the prisoner take something that looked like a large stone and strike Reed four or five times in the head as he lay on the wall. He said nothing and made no effort to prevent it.

Dr. Perry was sent for, who dressed Reed's wounds and he was taken to his father's house near Sandy Hook. Dr. O'Donnell, of Harper's Ferry, testified that he attended Reed until his death, which occurred about six weeks after he had received the blows on his head. He said that there were three or four principal wounds on the top and back part of the head and a number of small cuts. The cuts had been dressed before he saw them and he did not interfere with them. There was a fracture on the back part of the skull which had been made with a blunt instrument. Dr. Weisel had examined the wounds of deceased when he was brought to Williamsport on the afternoon of the day he was struck. He said there were two cuts on the top of the head which had already been dressed, and a contusion on the back part of the skull, but he could not see that the skull was fractured. The wound was very much swollen.

Johnson gave himself up and was committed for trial by Justice McClain of Williamsport. Capt. Noose at the hearing before Squire McClain said nothing about Johnson striking Reed with a stone as he lay on the lock wall. It was also proven that he said nothing about this matter to Knowl or Flynn or any of the persons to whom he related the facts just after they occurred. In fact the testimony of the surgeons went to disprove any beating with a large stone. The sharp cuts were such as would be made with the edge of a hatchet - the fracture on the back part of the skull, was such as would be made with the poll of a hatchet, the puncture

being about an inch in diameter. The small wounds were not such as would be made by a large stone.

Wed. 9/1/69, p. 3. **The Coal Trade.**
By the C. & O. Canal. For the week ending August 28th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,388.13
Borden	2,550.00
Central	3,219.09
Consolidation	2,734.10
C. C. & I. Co.	1,986.10
George's Creek	543.11
Hampshire & Balto.	728.12
Midlothian	520.19
Maryland	1,048.01
For private parties	423.11
Total for week	<u>17,291.07</u>

Wed. 9/8/69, p. 3. **The Coal Trade.**
By the C. & O. Canal. For the week ending September 4th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,457.06
Borden	2,662.09
Central	2,709.17
Consolidation	2,676.18
C. C. & I. Co.	2,160.5
Hamp. & Balto.	201.12
George's Creek	754.07
Midlothian	2,311.00
Maryland	1,807.01
For private parties	725.09
Total for week	<u>19,476.04</u>

Wed. 9/15/69, p. 3. **The Coal Trade.**
By the C. & O. Canal. For the week ending September 11th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,266.17
Borden	2,246.03
Central	3,281.05
Consolidation	3,115.14

C. C. & I. Co.	1,764.01
Hamp. & Balto.	420.10
George's Creek	873.12
Midlothian	1,270.15
Maryland	1,229.09
For private parties	751.00
Total for week	<u>18,281.06</u>

Chesapeake & Ohio Canal. - The Board of Directors of the Chesapeake and Ohio Canal Company held a meeting at Annapolis, on Wednesday last, and appointed William Devecmon, Esq., Superintendent of the Cumberland Division of the Canal, in place of Richard M. Sprigg, Esq. F. W. Colton, Esq., the Clerk to the Collector of Tolls at Georgetown was appointed Clerk to the Treasurer of the Company, in place of Clement Peck, Esq.

Contract Awarded. - Messrs. J. & H. Korns have, we understand, been awarded the contract for furnishing and laying the brick of the Trinity Independent Methodist Church meeting.

Wed. 9/22/69, p. 3. **The Coal Trade.**
By the C. & O. Canal. For the week ending September 18th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,032.01
Borden	2,477.19
Central	2,902.10
Consolidation	3,032.08
C. C. & I. Co.	1,827.06
George's Creek	657.00
Hamp. & Balto.	628.18
Midlothian	988.10
Maryland	1,088.01
For private parties	1,078.11
Total for week	<u>17,718.10</u>

Cumberland Valley R. R. Extension. - The Hagerstown *Mail* says that about one hundred and fifty laborers are now at work on the extension of this road from

Hagerstown to Powell's Bend, on the Potomac. The operations are confined to excavation and filling. This force, we understand, will be continuously augmented by Mr. March, the contractor, and this work will be pushed with vigor to completion. At Powell's Bend, a depot will, for the present be established, at which works will be erected for the more convenient transshipment of coal from the canal boats to the railroad cars. It has been found that the facilities for this purpose at that point are great, owing to the altitude of the canal there. The anthracite coal of Pennsylvania will there be discharged from the cars into boats bound for Georgetown and Alexandria for transshipment to New York and other Atlantic ports, when those same cars will take in the bituminous coal of Allegany County, for which there is an immense demand throughout the whole of the Cumberland valley in Pennsylvania.

Chesapeake & Ohio Canal. - The low water in the Canal at the Georgetown end of the line has been a source of great annoyance, and a committee consisting of Messrs. Wm. Thompson, A. P. Gorman, Nelson Poe, and D. S. Biser, of the Board of Directors of the Canal Company, made a visit of examination several miles along the Georgetown Division last week. One of the principal subjects of inquiry was the condition of Dam No. 1 near Little Falls. The Washington "Republican" says the committee will report the result of their communication at the next meeting of the Board, and it is understood that they believe that by enlarging the present feeder some forty feet the present rubble stone dam, though leaky, will hold all the water requisite, and furnish an ample supply to the mills in Georgetown.

Wed. 9/29/69, p. 3. **The Coal Trade.**
By the C. & O. Canal. For the week ending September 25th, 1869, the shipments

by the Chesapeake & Ohio Canal were as follows:

American Company	3,335.06
Borden	2,246.14
Central	3,987.01
Consolidation	3,365.02
C. C. & I. Co.	2,451.08
George's Creek	658.11
Hamp. & Balto.	637.12
Maryland	1,404.07
Midlothian	426.09
For private parties	1,194.17
Total for week	<u>19,657.07</u>

Wed. 10/6/69, p. 3. **The Coal Trade.** - Although mining has been exceedingly active during the whole season, and no very serious interruption has occurred in the channels of transportation, there is no surplus of Cumberland coal in the Eastern markets. The strike in the Pennsylvania anthracite regions early in the season stimulated the demand wonderfully, and it speaks well for the merits of our coal that the resumption of operations in the Pennsylvania collieries and the decline in the price of anthracite has not materially lessened that demand. The Georgetown *Courier* says: "We have never known the Cumberland wharves at this time of year to be so depleted as they now are and have been for several months past;" and the *New York Engineering and Mining Journal*, in a late review of the coal market, says: "The Cumberland coals have of late won a prominent position, and taken a firm stand in this market in competition with anthracite coals, for steamships and manufacturing purposes. They have hundred of friends among those whom, before, were totally unacquainted with their superior qualities. - The demand is now fully up to the supply, and if it continues to increase new mines will have to be opened to meet it. Retailers will find it to their advantage to canvass the manufactories in their various districts.

Unless we are very much mistaken in these coals, they will learn that an active and profitable trade can be built up in them."

The Coal Trade on the canal continues brisk, and we understand would be largely increased had the Cumberland and Pennsylvania Railroad the facilities for delivering the required quantity of the "black diamond's" at Lynn's Wharf. As an evidence of the growth of the trade, it may be mentioned that up to the evening of the 30th September 4,719 boats had been cleared for the season - an excess of 1,575 boats over the same period of last year, and 236 more than during the entire season of last year, which ended on the 10th day of December.

The Coal Trade.

By the C. & O. Canal. For the week ending October 2nd, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,704.18
Borden	2,485.09
Central	3,378.19
Consolidation	3,947.13
C. C. & I. Co.	1,819.15
George's Creek	665.16
Hamp. & Balto.	540.14
Maryland	1,193.19
Midlothian	1,203.16
For private parties	1,514.12
Total for week	<u>19,955.11</u>

Wed. 10/13/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending October 9th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	2,704.05
Borden	2,173.08
Central	3,159.03
Consolidation	2,953.19
C. C. & I. Co.	1,644.12

George's Creek	657.10
Hamp. & Balto.	545.03
Maryland	1,423.17
Midlothian	771.15
For private parties	1,798.01
Total for week	<u>17,831.02</u>

The Canal. - During the late freshet fifty-seven feet of the berm bank of the Canal at Cabin John Culvert, six miles this side of Georgetown, were swept out, but the injuries were speedily repaired and navigation interrupted but a day or two. The heavy rains of Sunday and yesterday have, however, given rise to some apprehension of further disaster.

Wed. 10/20/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending October 16th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,057.17
Borden	2,358.12
Central	3,278.11
Consolidation	2,980.01
C. C. & I. Co.	1,216.15
George's Creek	668.01
Hamp. & Balto.	212.16
Maryland	1,749.01
Midlothian	658.06
For private parties	3,403.12
Total for week	<u>19,583.12</u>

Chesapeake and Ohio Canal. - At a meeting of the President and Directors of this Company, held at Frederick city, Maryland, on the 13th instant, the following was adopted:

Ordered, That from and after the first day of November, 1869, no trade or traffic will be allowed on the Chesapeake and Ohio Canal on the Sabbath day, and that the lock keepers be required to close the locks at 12 o'clock on Saturday night and to reopen them at 12 o'clock on Sunday night.

The Coal Trade by canal continues brisk, and there is no surplus coal at the wharves in Georgetown and Alexandria. The arrival of boats, we learn from the Georgetown *Courier*, was interrupted on Thursday evening, in consequence of the knocking out of a lock gate a mile the other side of the mouth of the Monocacy. The delay was but temporary, however, the damage having been speedily repaired.

Wed. 10/27/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending October 28th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	2,887.15
Borden	2,081.12
Central	2,607.08
Consolidation	2,760.04
C. C. & I. Co.	1,160.12
George's Creek	549.12
Hamp. & Balto.	539.06
Maryland	1,380.15
Midlothian	768.11
For private parties	3,869.00
Total for week	<u>18,502.15</u>

Wed. 11/8/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending October 30, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,127.15
Borden	1,965.15
Central	2,572.07
Consolidation	2,808.04
C. C. & I. Co.	1,567.04
George's Creek	786.18
Hamp. & Balto.	965.05
Maryland	1,218.16
Midlothian	818.16
For private parties	3,709.10
Total for week	<u>19,407.07</u>

Wed. 11/10/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending November 6th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	3,140.12
Borden	1,870.08
Central	2,405.04
Consolidation	2,777.01
C. C. & I. Co.	858.19
George's Creek	909.18
Hamp. & Balto.	1,101.14
Maryland	1,868.07
Midlothian	541.14
For private parties	2,985.19
Total for week	<u>17,936.01</u>

Wed. 11/17/69, p. 3. **The Coal Trade.**

By the C. & O. Canal. For the week ending November 13, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	2,793.15
Borden	2,112.15
Central	2,130.18
Consolidation	2,586.00
C. C. & I. Co.	990.14
George's Creek	901.13
Hamp. & Balto.	1,331.13
Maryland	1,044.13
Midlothian	445.02
For private parties	2,555.08
Total for week	<u>16,893.04</u>

Wed. 11/17/69, p. 2. **Chesapeake and Ohio Canal.** - J. H. Gordon, the President of the Chesapeake and Ohio Canal Company, publishes the following in the Cumberland papers: Notice is hereby given to shippers, boatmen and other persons interested in navigation on the Chesapeake and Ohio Canal, that the water will be drawn out of the canal on the 5th day of December next, for the purpose of making repairs, &c. Parties interested will regulate their business accordingly.

The President also gives notice to all persons having leases of the Company's property on the line of the canal, that such leases will be withdrawn to those cases where spirituous liquors are permitted to be sold on the premises.⁴

Wed. 11/24/69, p. 3. **The Coal Trade. By the C. & O. Canal.** For the week ending November 20, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	2,414.19
Borden	1,750.16
Central	998.05
Consolidation	3,097.10
C. C. & I. Co.	1,094.05
George's Creek	780.13
Hamp. & Balto.	769.09
Maryland	929.15
For private parties	3,217.06
Total for week	<u>15,052.18</u>

Wed. 12/1/69, p. 3. **The Board of Directors** of the Chesapeake and Ohio Canal have concluded their trip of inspection over the line, preparatory to making winter repairs. The meeting of the stockholders of the Company, which was to have been on December 1st, in Annapolis, has been postponed to Wednesday, December 8th.

The Coal Trade.

By the C. & O. Canal. For the week ending November 27th, 1869, the shipments by the Chesapeake & Ohio Canal were as follows:

American Company	2,353.12
Borden	1,349.05
Central	1,103.02
Consolidation	1,310.00
C. C. & I. Co.	1,046.15
George's Creek	449.07
Hamp. & Balto.	660.09

⁴ *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 11/17/1869, p. 2.

Maryland	903.13
For private parties	<u>2,671.08</u>
Total for week	12,347.11

Wed. 12/8/69, p. 3. **Business on the C. & O. Canal.** - Navigation on the canal has closed for the year 1869. It is gratifying to know that the boating season just closed has been the most successful since the first opening of the canal, and encourages the hope that the most sanguine anticipations of the early friends of the great work are to be fully realized at no distant day. From the figures given below, taken from the Collector's books at this point, it will be seen that there were 6,039 boats dispatched during the year, carrying 663,491.08 tons of coal, being an excess of 1,556 cargoes and 178,421.02 tons over last year. Notwithstanding this increase, (and a proportionate if not larger increase on the B. & O. Railroad,) we are assured that a number of the Mining Companies have been unable to get to market as much as they desired and the demand for our semi-bituminous coal required. Should no unforeseen circumstances interpose to prevent it, the next year's business will show a still larger increase.

Coal dispatched from the Cumberland Office of the C. & O. Canal for the years 1868 and 1869.

	1868-tons	1869-tons
March	-	3,080.00
April	54,005.16	77,383.00
May	50,161.13	84,110.07
June	70,081.19	90,636.08
July	38,723.19	86,921.00
August	66,979.46	83,868.10
September	59,950.10	82,464.18
October	72,699.04	91,903.14
November	65,633.04	63,011.10
December	6,834.15	112.11
	<u>485,070.06</u>	<u>663,491.08</u>
		178,421.02
Increase		178,421.02

Of the shipments of coal for the year 1869, 637,614.13 tons were dispatched to

Georgetown and Alexandria - 5,071.15 to Williamsport - 8,936.14 to Antietam - 7,391.14 to Knoxville - 4,476.12 to other points.

There were also sent forward 546 tons of pig iron, 111.05 tons of leather, 352,294 feet of lumber, and 11 tons of miscellaneous articles:

Way bills issued to boats in 1869	6,039
" " " " " " 1868	4,483
Increase	<u>1,556</u>

Of the boats dispatched, 1,183 were by the American Company, 658 by the Borden, 1,175 by the Central, 946 by Consolidation, 742 by Cumberland Coal & Iron, 273 by George's Creek, 391 by Hampshire & Baltimore, 259 by Midlothian, 169 by Maryland, 169 by Savage Mountain, 211 by Cooke Mines; 21 with gas coal; 8 other cargoes.

The tolls levied on the boats and cargoes dispatched from this point amounted to \$318,714.38, of which \$301,499.94 were collected at Cumberland office, and \$17,214.44 at other points.

The ascending trade to this point, embracing flour, grain, fruits, hides, salt, groceries, &c., is also steadily increasing. The tolls upon it collected for the past year amount to \$2,978.97.

The water will not be drawn off the Canal until the upward bound boats now on their way arrive here, probably the latter part of the week.

Wed. 12/8/69, p. 2. **Chesapeake and Ohio Canal.** - The President of the Chesapeake and Ohio Canal, J. H. Gordon, gives notice to boat builders and boatmen that the regulation of the Chesapeake and Ohio Canal Company in regard to the graduation of boats, and the amount of water which boats are allowed to draw in the Canal, will be strictly enforced on the opening of navigation in the Spring; and no boat will be

allowed to go out of Cumberland drawing more water than allowed by the regulations. Builders and others concerned will therefore take care that the graduation marks are correct.⁵

Wed. 12/15/69, p. 3. The excavation of the Shriver Basin has been completed and work on the extensive wharf of Messrs. McKaig & Walsh is being pushed vigorously. We have the material at hand to incorporate in an article showing the importance of this work to the coal trade, but have been unable to write it up for this issue. Will give it to our readers hereafter.

The Board of Directors of the Chesapeake & Ohio Canal met at Annapolis on Wednesday last. The *Republican* says that the regular routine of business, embracing the examination and passing the accounts for the several divisions, and furnishing Paymaster Wailes with funds to pay off the workmen in the employ of the company for the last month, was gone through with.

Resignation and Appointment. - Wm. Devecmon, Esq., has resigned his position as Superintendent of this Division of the Chesapeake & Ohio Canal, and Capt. Ed. Mulvaney has, upon his recommendation, been appointed in his place. - *Times*.

Wed. 12/22/69, p. 3. The President of the Chesapeake and Ohio Canal Company, J. H. Gordon, Esq., having advertised that the Company would pay the interest on its preferred debt due July, 1854, an injunction has been granted by the Circuit Court of Baltimore city, on bill filed by the Chesapeake Bank and John S. Gittings, prohibiting such payment, upon complainants filing a bond in \$50,000. The *Sun* says:

⁵ *The Herald and Torch Light*, Hagerstown, Md., newspaper, Wednesday, 12/8/1869, p. 2.

"The bill alleges that the Chesapeake Bank is the holder of \$7,000 of the repair bonds, \$18,500 of the preferred bonds guaranteed, and \$15,500 of the preferred bond not guaranteed. The complainants charge that they have been applied to, in company with other bondholders, to enter into an agreement of the following tenor and character: That said earnings now in the treasury of said company shall be applied in payment of - first, all overdue coupons on preferred bonds up to and including July 1st, 1854; second, also all interest on the funding certificates issued July, 1853, up to October 1st, 1869; third, interest on debt to Selden, Withers & Co. to July 1st, 1854; and fourth, all coupons redeemed by the State of Virginia up to July 1st, 1854. But the said agreement being manifestly illegal and inequitable, complainants declined to accede thereto; that the revenues of said company, by the terms of said bonds and the act of 1844, are expressly dedicated to the payment of certain bonds and coupons thereon in accordance with the priorities alleged; that such payments, under such agreement, would be a waste of assets so applicable, and an illegal misapplication of such revenues. The complainants also allege that John S. Gittings is the holder of \$5,500 of repair bonds, and of preferred bonds guaranteed \$1,000; and they charge that the repair bonds have priority of payment out of the revenues of said company."

Wed. 12/29/69, p. 3. **The Canal.** - The winter repairs on the Chesapeake and Ohio Canal are in progress. The *Alexandria Gazette* says that all of Lock No. 6 has been taken out and will be made anew, while extensive repairs are being made also to Locks 7 and 13.